

**Claims**

1. Method for controlling the engine of a motor vehicle having a manual transmission, characterized in that when at least one approval criterion for the engine torque ( $M$ ) which is dependent on the driving state of the vehicle a default engine torque ( $M_v$ ) which can be reduced relative to the setpoint ( $M_s$ ) required by the position of the accelerator of the vehicle is stipulated and in that the default engine torque ( $M_v$ ) is determined as a function of at least one engine characteristic ( $n$ ,  $Q$ ).
2. The method as claimed in claim 1, wherein the approval criterion is the driving speed ( $v$ ) of the vehicle, and wherein the default engine torque ( $M_v$ ) is stipulated depending on at least one engine characteristic ( $n$ ,  $Q$ ) when a speed threshold ( $v_s$ ) for the driving speed ( $v$ ) of the vehicle is not reached.
3. The method as claimed in claim 2, wherein the default engine torque ( $M_v$ ) is stipulated only after recognition of a start-up process of the vehicle depending on at least one engine characteristic ( $n$ ,  $Q$ ).
4. The method as claimed in claim 2 or 3, wherein an additional approval criterion is a specific delay time ( $\tau$ ) after recognizing the process of the vehicle's starting up, and wherein the default engine torque ( $M_v$ ) after a delay time ( $\tau$ ) elapses is stipulated depending on at least one engine characteristic ( $n$ ,  $Q$ ).

5. The method as claimed in one of claims 1 to 4, wherein at least the engine speed ( $n$ ) and the quotient ( $Q$ ) of the engine speed ( $n$ ) and the driving speed ( $v$ ) of the vehicle are used as engine characteristics for determining the default engine torque ( $M_v$ ).
6. The method as claimed in claim 5, wherein the default engine torque ( $M_v$ ) which causes speed limitation of the engine speed ( $n$ ), is reduced relative to the setpoint engine torque ( $M_s$ ) when the engine speed ( $n$ ) exceeds a speed threshold ( $n_s$ ) and the quotient ( $Q$ ) of the engine speed ( $n$ ) and driving speed ( $v$ ) of the vehicle is within a specific value range.
7. The method as claimed in claim 6, wherein a value of 4600 rpm is stipulated as the speed threshold ( $n_s$ ) for the engine speed ( $n$ ).
8. The method as claimed in one of claims 1 to 7, wherein the default engine torque ( $M_v$ ) is determined by applying a torque factor ( $MF$ ) to the setpoint engine torque ( $M_s$ ).
9. The method as claimed in claim 8, wherein the torque factor ( $MF$ ) is determined from the characteristic map (1).
10. The method as claimed in one of claims 1 to 9, wherein when the default engine torque ( $M_v$ ) deviates from the setpoint engine torque ( $M_s$ ) an action on the throttle valve and/or the ignition and/or the fuel injection of the vehicle is initiated.
11. The method as claimed in one of claims 2 to 10, wherein a value in the range from 25 km/h to 40 km/h is stipulated as the speed threshold ( $v_s$ ) for the driving speed ( $v$ ) of the vehicle.

12. The method as claimed in claim 11, wherein a value of 35 km/h is stipulated as the speed threshold ( $v_s$ ) for the driving speed ( $v$ ) of the vehicle.
13. The method as claimed in one of claims 1 to 12, wherein the default engine torque ( $M_v$ ) in idling of the vehicle is stipulated for acoustically influencing the engine noise.
14. The method as claimed in one of claims 1 to 12, wherein the default engine torque ( $M_v$ ) in the process of the vehicle's starting up is stipulated for avoiding damage to the clutch of the vehicle.